

## Your Selection

should not be governed by the size of the Company, the amount of business transacted, nor the patronage of friends. Neither is a vital element of

## Insurance that Satisfies

A Life Insurance Policy is a CONTRACT between You and the Company.

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Send name, age and address for information as to the New Policies of the

## New England Mutual Life Insurance Company

**Castle & Cooke, Ltd.**  
Fire, Life, Marine, Automobile and Accident Insurance Agents

## Honolulu Stock Exchange

Thursday, June 10.

MERCANTILE	Bid	Asked
Alexander & Baldwin, Ltd.	220	230
C. Brewer & Co.	300	
SUGAR		
Ewa Plan Co.	22 1/2	23 1/4
Haiku Sugar Co.	155	
Haw. Agri. Co.	175	180
Haw. C. & S. Co.	36 1/2	36 3/4
Haw. Sugar Co.	36	36 1/2
Honokaa Sugar Co.	55	55 1/2
Honolulu Sugar Co.		
Hutchinson S. P. Co.	19	
Kabuku Plan Co.	14 1/2	
Kekaha Sugar Co.	163 1/2	170
Koloa Sugar Co.	130	
McCoy Sugar Co., Ltd.	74	75 1/2
Oahu Sugar Co.	22 1/2	
Olaa Sugar Co., Ltd.	6 1/2	6 3/4
Onomea Sugar Co.	34 1/2	35
Pasauha S. Plan Co.	19 1/2	
Pacific Sugar Mill		
Pala Plan Co.	155	
Pepee Sugar Co.	175	
Pioneer Mill Co.	27	27 1/4
Waialua Agri. Co.	108	110
Waialuku Sugar Co.	150	
Waianae Sugar Co.	160	200
Waimea Sugar Mill Co.	200	
MISCELLANEOUS		
Haiku F. & P. Co., Ltd.		
Haiku F. & P. Co., Ltd.		
Haw. Electric Co.	185	
Haw. Irr. Co., Ltd.		
Haw. Pineapple Co.	33 1/2	34 1/4
Hilo R. Co., Ltd.	70	80
Hilo Ry. Co., Ltd.	19 1/2	20 1/4
Hon. Gas Co., Ltd.	100	
Hon. Gas Co., Ltd.	100	
Hon. R. T. & L. Co.	150	
Inter-Island S. N. Co.	185	200
Mutual Tel. Co.	18 1/2	18 3/4
Oahu Ry. & Land Co.	140	
Pahang Rubber Co.		
Tanjong Okok Rub. Co.		
BONDS		
Hamakua Ditch Co. 6s.		
Haw. C. & S. Co. 5s.		
Haw. Irr. Co. 6s.		
Haw. Ter. 5s. Pub. Imp.		
Haw. Ter. Pub. Imp. 4s.		
Haw. Ter. 4 1/2s		
Haw. Ter. 3 1/2s		
Hilo R.R. Co. 6s. Is. '01.		67 1/2
Hilo R.R. Co. R.&E. Con. 6s.		55
Honokaa Sug. Co. 6s.		60
Hon. Gas Co., Ltd. 5s.		100 1/2
Hon. R. T. & L. Co. 6s.		103 1/2
Kaunali Ry. Co. 6s.		
McCoy Sugar Co. 5s.		
Mutual Tel. Co. 6s.		102
Oahu Ry. & Land Co. 5s.		102
Oahu Sugar Co. 6s.		104 1/2
Olaa Sugar Co. 6s.		87 1/2
Pacific G. & F. Co. 6s.		103 1/2
Pacific Sugar Mill Co. 6s.		
Pioneer Mill Co. 5s.		100
San Carlos Milling Co. 6s.		100
Waialua Agri. Co. 5s.		101

SALES: Between Boards—100, 10, 10, 5 Ewa 23; 100, 15 Oahu Sug. Co. 22 1/2; 55 Pioneer 27; 5, 10 Haiku 157 1/2; 100, 75, 50, 100, 200, 475, 25 McBryde 74; 30, 20 Olaa 6 1/2.

Session Sales—75, 50, 50 Hilo Com. 3 1/2; 5 Mut. Tel. Co. 18 1/2; 5 Mut. Tel. Co. 18 1/2; 20 Waialua 108 1/2; 40 Honokaa 5 1/2.

DIVIDENDS.  
June 10.—Hutchinson, 15; Pasauha, 20; Waialuku (\$5 special), \$6.

No session of the Exchange tomorrow, June 11—Kamehameha Day.

Latest sugar quotation: 96 degrees test, 4.89 cents, or \$97.80 per ton.

**Sugar 4.89cts**  
**Beets**

**Henry Waterhouse Trust Co., Ltd.**  
Members Honolulu Stock and Bond Exchange.  
Fort and Merchant Streets  
Telephone 1208

**AMERICAN SUGAR CASH BALANCE IS NOTABLY LARGE**

In respect to size of their cash balances American Sugar and General Electric probably rank highest among the more important American industrial concerns. General Electric has for 15 years been noted for the extremely large cash balance which it regularly carries on its books. In fact, it is a business axiom with the company that whenever the cash balance goes below \$15,000,000, it shall devise methods for immediate treasury replenishment.

General Electric on December 31 last had 22.2 per cent of its capital stock represented by cash. American Sugar on the same date had 21.2 per cent of its capital stock balanced by cash. Or stated in terms of the \$45,000,000 preferred, more than 42 per cent was represented by actual cash on deposit.

These are very high percentages and contrast with an average between 10 per cent and 12 per cent for the great majority of industrial concerns. But the American Sugar cash balance is larger relatively than that of General Electric. The latter company is a manufacturer of machinery and electrical apparatus taking from two months to two years to convert from raw material into the finished product.

**Makiki Heights Poultry Ranch.**  
S. C. White Leghorns and S. C. Orpingtons. Hatching eggs; chicks and young laying stock. Record of breeders: 180-243 eggs. We trap nest birds every day. Cockerels from hens with 200-egg record. Fresh table eggs and poultry. Visit us; write for price list. Tel. 3140, F. C. Pohlmann, P. O. box 183.

## SHIPPING &amp; WATERFRONT NEWS

## CANAL LIGHTING HARBOR NOTES SCHOONER WEST

## SYSTEM MUCH PRAISED

The general scheme of lighting the Panama canal includes the use of range lights to establish direction on the longer tangents and of side lights spaced about one mile apart to mark the side of the channel.

In the Culebra cut the range lights are omitted, as their use would hardly be practicable, but instead there are three beacons between the lights in pairs on each side of the canal. At each tangent it is necessary to have two ranges of two lights each to prolong the sailing line, in order that the pilot may hold his course up to the point of turning.

A light and fog signal on the west breakwater in Limon bay is also included and a light on the east breakwater. Gas and electricity are used. The candlepower of the range lights varies from 2000 to 15,000, according to the length of the range.

The most powerful lights are at the Atlantic and Pacific entrances and are visible at from 12 to 18 nautical miles. White lights are used throughout, and confusion is eliminated by all range lights, beacons and buoys having decidedly individual characteristics.

## FIRE IN FRENCH BARK NOW IN CONTROL

The fire has been practically extinguished in the cargo of Australian coal carried in the French bark Francoise d'Amboise. At 5 o'clock this evening gangs of stevedores who have battled with the flame and gas while working on 15-minute shifts to remove partly burned fuel from the compartments, cease their labor pending an examination of the vessel by the special board of survey.

McCabe, Hamilton and Renny have taken 1000 tons of coal from the forward and after hold. Some of the fuel is reported damaged by fire. Whether it will be returned to the vessel or sold to local concerns will not be definitely determined until Capt. J. Calabourdin is advised by the owners in Europe.

During an inspection of the ship made yesterday afternoon it was found that the "skid" of the vessel had been charred and partly destroyed in a number of places. Some heavy timbers in the "tween decks" were badly burned. The work of flooding the compartments with water was suspended yesterday.

Five tramp freighters are due at Honolulu between June 19 and 21 to take bunker coal. The Inter-Island has heard from the British steamers Inverclyde and Indrawadi, the Chinese Prince, the Norwegian ship Strinda, and the Japanese Gishun Maru. With the exception of the Indrawadi all are from the Panama canal to the Orient.

## NO WORD WHEN ASHES OF C. R. BISHOP WILL COME

No word has been received locally from San Francisco stating on what steamer the ashes of the late Charles Reed Bishop will arrive. F. Paxton Bishop said today that he is awaiting the receipt of a cablegram giving the desired information. The body was cremated yesterday and the Mongolia leaves San Francisco for Honolulu Saturday.

Further argument on motion for a new trial in the case of Nellie E. Hustace against J. R. Davis and James Bicknell, defendants, and James Bicknell, garnishee, is being heard by Circuit Judge Stuart this afternoon.

and then sell the manufactured product in exchange for cash. The company must necessarily have a large cash balance, especially as it has a chain of subsidiaries, which are likely at any time to stretch out their palms for loans.

American Sugar, on the other hand, buys raw sugar one week and can convert it into cash the next. The average is probably longer, but it is a safe assertion that American Sugar turns its capital over two to three times as rapidly as does the General Electric.

This argument has been advanced by those who feel that one of the first steps which a new management of American Sugar should carry through should be the use of not less than \$5,000,000 treasury cash in retirement of that amount of the preferred and a possible division with common stockholders of profits realized in sale of beet sugar stocks during the last three or four years. The sale of these beet stocks has been very skillfully managed and has given a profit over book values which is very considerable. In fact, this profit is sufficient to justify a cash dividend of several dollars a share on the common stock.—Christian Science Monitor.

"How to Advertise the Unknown." Read Chap. 5, Page 9.

The Matson steamer Manoa, with passengers and a full cargo, is due from San Francisco Tuesday morning. It will berth at Pier 15.

Completing bunkers at Honolulu the British steamer Aspinet, with case oil for delivery at Japan and China, steamed to the Orient last evening.

Leaving Honolulu May 24, the barkentine Koko Head is reported to have arrived at Port Townsend yesterday. The windjammer sailed to the North Pacific in ballast.

To call at Port Allen, Kahului, Kaunapali and Hilo before steaming to San Francisco with a full cargo of sugar, the Matson steamer Hilonian left port last evening.

Laden with coal for an island port, the barkentine Lahaina is reported to have sailed from Newcastle, N. S. W., yesterday. The vessel has not called at the port in several years.

Freight for Maui ports to be carried in the steamer Claudine, must be delivered at the Inter-Island wharf not later than 5 o'clock today. The vessel will go out on its regular run tomorrow evening.

Should the Pacific Mail liner Korea arrive at Honolulu on Monday afternoon it may be despatched to San Francisco about 10 o'clock Tuesday morning. It will take the next mail to the mainland.

Taking about 700 tons of mainland cargo in transit, and a number of passengers, the Matson steamer Wilhelmia will depart for Hilo about 5 o'clock this evening. It is due to return to Honolulu Sunday morning.

The American-Hawaiian freighter Kentuckian will load 11,500 tons of sugar at island ports before steaming from Hilo to New York by way of the Panama canal. The Kentuckian left Honolulu last evening for Port Allen and Hilo.

It is the present intention to despatch the Japanese liner Nippon Maru to Japan, China and the Philippines at 10 o'clock Saturday morning. Asiatic steamer passengers numbering 100 have been booked to the Orient in this vessel.

The Oceanic liner Sonoma, which left the California coast Tuesday, is due at Honolulu early Monday morning. It will berth at Pier 10 to leave several hundred tons of freight and to land a few passengers. C. Brewer & Co. may despatch the steamer to Sydney about 3 o'clock in the afternoon.

## Honolulu Loading at Hana.

To take a full cargo of sugar for delivery at San Francisco, the schooner Honolulu, now at Hana, is expected to sail the last of the week, according to report brought to Honolulu today by officers in the Inter-Island steamer Claudine. The steamer brought 1500 sacks of sugar, a quantity of empties, crates of vegetables, 121 sacks of taro, one automobile, crates of poultry and pigs and 164 packages of sundries. The Claudine will steam to Kahului at 5 o'clock tomorrow evening.

## Coal on the Way to Honolulu.

Coal from Japan and Australia is on the way to Honolulu in two freighters under charter to the Inter-Island Steam Navigation Company. The British steamer Werribee is due about June 25 with 4500 tons of fuel supplied at Newcastle, N. S. W. The Japanese freighter Kunijiri Maru has left Mororan, Japan, and should arrive off the port about Sunday morning. The vessel will deliver 5000 tons of coal.

**Relief Ship Camino is Returning.**  
According to word received by the Marine Exchange, the Belgian relief ship Camino, which left San Francisco last winter to carry food supplies to the starving Belgians, sailed from Falmouth, England, on its return trip to the United States. The steamer has 2000 tons of cargo aboard, which will be unloaded at New York. At the latter port it is likely that the Camino will load for the west coast.

**Omega on Last Voyage.**  
The schooner Omega, with about 630,000 feet of lumber from Grays Harbor for delivery to the Inter-Island Steam Navigation Company, is due the early part of the coming week. The Omega is making her last voyage as a cargo carrier and upon arrival at Honolulu will be turned over to the Inter-Island Steam Navigation Company, her new owners, for use as a coal barge. Capt. Ralph Peasley, one of the best known navigators on the North Pacific coast, is master of the Omega.

**Ventura Has Room for Many.**  
There is little prospect that the Oceanic liner Ventura will fall to accommodate all applicants for transportation to the coast. The vessel left Sydney, N. S. W., with room for 80 additional passengers. At the agency of C. Brewer & Company a light list is booked to San Francisco in this vessel. The Ventura is due June 17 to land a quantity of refrigerated and general cargo. It will be despatched to the mainland the same day.

## Watch Your Children

Often children do not let parents know they are constipated. They fear something distasteful. They will like Rexall's—A mild laxative that tastes like sugar. Sold only by us, Benson, Smith & Co., Ltd.

## IS ON UNIQUE VOYAGE

From Manila, or a southern island lumber port to New York via the Panama canal, is the proposed trip of the four-masted auxiliary schooner A. G. West, formerly in the Hawaiian trade, now operated by the Manila Import Company. Although the charter has not yet been definitely arranged, a Manila lumber firm is figuring on chartering the A. G. West for the long trip to New York.

Capt. Chapman figures he can make the journey to New York, including the trip through the canal, in 75 days. This of course means using the powerful gasoline engine when no winds are encountered. As the four-masted lumber schooners that periodically make the trip from Puget Sound to Manila often require this length of time, or even longer, many are of the opinion that Capt. Chapman will not make New York in the 75-day limit. The outcome of the voyage will be awaited with interest.

## Ship Plants Will Boom.

According to George A. Armes, engineer in chief of the Union Iron Works at San Francisco, upon America is going to fall the task of rebuilding the merchant marines of the world whose ships are being sunk or destroyed in the present great struggle in Europe at the rate of three vessels a day. According to Armes, the yards of this country in the next few years will be busier than ever before in the country's history. Conditions are already becoming affected and the Union Iron Works at San Francisco are preparing to put to work a force of 2300 men. The yard is building two large merchantmen and plans are being prepared for a big oil tanker. The scarcity of ships will also have to be made up.

## Nippon Maru to Pier 10.

The Japanese liner Nippon Maru from San Francisco with a late mail and a few layover passengers will be the evening. The Nippon Maru will noon. Castle & Cooke have been advised by wireless that the vessel will be off port about 3 o'clock. Capt. K. Hashimoto has asked that his command be despatched to Japan, China and the Philippines at 10 o'clock in berth at Pier 10 tomorrow morning. The Nippon Maru has 1500 tons of cargo from Japan to San Francisco and Portland.

## May Take an Earlier Mail.

The Japanese freighter Bankoku Maru, now completing the discharge of 5000 tons of coal to the Inter-Island Steam Navigation Company, is on the berth to steam to San Francisco Friday evening. It is believed this vessel could land a mail on the coast before the arrival of the Pacific Mail liner Korea, which is not expected to leave Honolulu before Tuesday morning. The Bankoku Maru has 1500 tons of cargo from Japan to San Francisco and Portland.

When the schooner Blakeley sailed from Port Blakeley to Honolulu she was in command of Capt. Myers, who relieved Capt. Manke, who will remain at Port Blakeley to superintend the overhauling of the Globe fleet of schooners recently purchased by the Port Blakeley Mill Company.

## WANTED

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Furnishing of 5-room cottage, in use one year; and cottage for rent. Apply Mrs. M. Baldwin, 1549 Kewalo st. 6187-31

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Furnished cottage and light house-keeping rooms; all conveniences; electric lights; bath, running water; short distance from postoffice; moderate. Gansel place, Fort and Vineyard. Tel. 1541. 6104-1

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**BY AUTHORITY.**  
**SEALED TENDERS.**

Sealed tenders will be received by the Board of Harbor Commissioners up until 2:00 p. m. of Wednesday, July 14, 1915, for the removal of the marine railway, Honolulu. The Board of Harbor Commissioners reserves the right to reject any or all tenders. Plans, specifications and blank forms of proposal are on file in the office of the Board of Harbor Commissioners, Capitol building, Honolulu. CHAS. R. FORBES, Chairman, Board of Harbor Commissioners. Honolulu, June 10, 1915. 6187-June 10, 12, 15, 17, 19, 21, 22, 26, July 3, 6.

**UNITED STATES TIRES ARE GOOD TIRES**  
THE von HAMM-YOUNG CO., LTD., Honolulu Agents

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**Book for auto trip around island on Sunday—4 to 6 Pass.**  
**\$4 EACH IN FIRST-CLASS AUTOMOBILE**  
Sundays special rate of \$3.50  
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**BUSSES**  
To and from SCHOFIELD BAR-RACKS, Alaska and Hotel Sts., every Two Hours—75c one way, \$1.25 round trip.  
**HAWAIIAN TRANSPORTATION COMPANY**

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Members Honolulu Stock and Bond Exchange.

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Haiku Sugar Company.  
Paia Plantation.  
Maui Agricultural Company.  
Hawaiian Sugar Company.  
Kahuku Plantation Company.  
McBryde Sugar Co., Ltd.  
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Fine 2-bedroom cottage in town; \$22.  
Large new 2-bedroom house; \$26.  
Small furnished cottage for 2; \$17.  
Partially furnished house; \$32.50.

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\$300—Lot 75x100, Elizabeth Ave., Waialae Heights, near car line; clear; snap for working man.  
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\$300—Lot 50x100 on 4th ave., near car.  
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